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278

COUNTRY		East Germany	SECURITY INFORMATION		REPORT
TOPIC		Neuruppin Airfield			
		25X1			
EVALUATION	25X1	PLACE OBTAINED		25X1	
DATE OF CONTENT				25X1	
DATE OBTAINED		DATE PREPARED	31 August 1953	25X1	
REFERENCES					
PAGES	ENCLOSURES (NO. & TYPE)				
REMARKS					
25X1					
25X1					

1. On 15 June 1953, air force personnel with baggage and weapons were loaded into 50 converted boxcars at Neuruppin railroad station. No other equipment was observed. The empty train returned to Neuruppin on 17 June.
2. During the nights of 13, 14 and 15 July, from about 9 p.m. to 3 a.m., firing with tracer ammunition was practiced at sleeve targets towed by jet fighters over Neuruppin airfield. Firing on tow targets was again practiced on 21 July between 10 p.m. and 11 p.m. However, an accident occurred on this night and resulted in the practices being immediately discontinued. 25X1  
the towing aircraft was hit by tracer ammunition being used in the tow target practice. Immediately after the aircraft was hit a ball of flame emerged from it, the engine stopped and the jet crashed. The location of the crash was probably south of Neuruppin lake 25X1
3. During the period 12 - 18 July, almost every night between 9:30 p.m. and 2:30 a.m., firing at towed sleeve targets was practiced with the sleeve being illuminated by searchlights. The attacking plane would bank and, when at a distance of about 200 meters from the target would fire a burst. The attacker would then repeat this tactic from the other side of the target. After two attacks, the aircraft landed and another swept-back jet fighter approached the sleeve target.
4. In the late afternoon and evening hours on 21 July, parachute jumps were made over the field.
5. On 13 and 15 July from 10 p.m. until after midnight, firing with tracer ammunition was practiced at towed sleeve targets while the sleeve was illuminated by the searchlights.
6. The following air activity and aircraft were observed at the field between 13 July and 1 August:  
13 July. Between 11 a.m. and 4 p.m., individual flights were made by MiG-15 or U-MiG-15s. Between 5 p.m. and about 8 p.m., biplanes and single-engine aircraft were observed aloft. Firing at towed sleeve targets in the beams of searchlights was practiced by swept-back jet fighters between 9 p.m. and about 2 a.m.  
14 July. The engine noise of swept-back jet fighters was repeatedly heard above the closed ceiling.

CLASSIFICATION SECRET

25X1

SECRET

- 2 -

15 July. There was air activity by MiG-15 or U-MiG-15s between 8 a.m. and 1 p.m. In the afternoon, there was a closed ceiling and flying by Po-2s and single-engine aircraft.

16 July. During the morning and afternoon, individual flights were made by MiG-15 or U-MiG-15s and Po-2s.

17 July. During the morning, there was air activity by Po-2s and single-engine aircraft. In the afternoon, the sky was 6/10 overcast and flying was practiced by swept-back jet fighters.

18 July. MiG-15s were repeatedly observed over Neuruppin.

19 July. Twenty-two MiG-15 or U-MiG-15s, a few single-engine and twin-engine planes were observed at the field.

21 July. Between 11 a.m. and 2 p.m., there was air activity by MiG-15 and U-MiG-15s. After 8 p.m., firing at towed sleeve targets was practiced. There was a 6/10 overcast at an altitude of 800 to 900 meters.

22 July. Individual flights were made by Po-2s, single-engine and twin-engine aircraft during the morning. Flights by swept-back jet fighters were made in the afternoon.

23 July. Flying was practiced by Po-2s during the morning and by MiG-15s with auxiliary fuel tanks during the afternoon. There was a 9/10 to 10/10 overcast at an altitude of 700 to 800 meters.

24 July. Po-2s and swept-back jet fighters were observed aloft during the morning. After 8 p.m., MiG-15s practiced firing at a sleeve target which was being towed by a twin-engine plane.

25 July. There was air activity by MiG-15s between 11 a.m. and 1 p.m.

26 July. At 11 a.m., the alert flight consisted of four MiG-15s which were equipped with auxiliary fuel tanks. [redacted] The 25X1 field was further occupied by 18 MiG-15 or U-MiG-15s, 1 twin-engine aircraft, and 3 single-engine aircraft.

28 July. During the morning, formation flying by MiG-15s was repeatedly observed. After 8 p.m., firing with tracer ammunition was practiced at towed sleeve targets in the beams of searchlights.

29 July. Firing at towed sleeve targets was practiced during the day and at night.

30 July. Firing practices at towed sleeve targets were again held. The sky was 7/10 overcast.

31 July. Throughout the day, firing exercises at towed sleeve targets were held. During the morning, there was light local flying by Po-2s. Firing at sleeve targets was still going on at midnight.

1 August. Local individual flights were made by swept-back jet fighters during the morning.

7. On 25 July, the radio installation located northeast of the runway had been removed. The beacon lights along the approach lane extended as far as the radio installation at the timber yard. Two additional spotlights were erected there. On 1 August, 3 prime movers, 3 trailers on blocks, and 3 fuel containers, each about 4 meters long and 1.5 meters in diameter, also on blocks were observed near and between the shrapnel-proof aircraft revetments in the northeastern section of the field. [redacted]

25X1

25X1

8. The following observations were made at the field between 20 and 29 July:

20 July. High-altitude flights were made by swept-back jet fighters which flew individually and in flights of threes. Throughout the day, attacks at a Po-2 were made at a high altitude by MiG-15s which flew individually and in elements of twos above the target and attacked from the right rear, at an angle of 40 to 50 degrees to the direction of flight of the towing plane and an angle of slope of 30 to 40 degrees. Subsequently, the attacking plane zoomed to the left, then

SECRET

SECRET

25X1

- 3 -

barked and made another attack. At 8:45 p.m., 7 MiG-15s took off at short intervals and assembled in a formation of 4 and another formation of 3. During the night, take-offs and landings were made.

21 July. Between 5:40 a.m. and 7 a.m., parachutists jumped from Pe-2 planes. There was a closed ceiling but it cleared up to 4/10 during the course of the day. Between 8:30 a.m. and 4 p.m., there was air activity by swept-back jet fighters which flew individually and in groups of twos. The aircraft made high-altitude flights and circled the field widely. In the evening, a Li-2 repeatedly flew over Bechlin and released parachutists. After 9 p.m., two MiG-15 or U-MiG-15s with set position lights practiced firing at a sleeve target towed by a Pe-2 with all lights extinguished. When the Pe-2 reached the area just northwest of the airfield, a searchlight located in the northern section of the field flashed up and searched for the sleeve target being towed by the Pe-2. The line of the Pe-2 to the target was about 120 meters long. The two swept-back jet fighters individually attacked the sleeve and fired two short bursts. Subsequently, they flew through the beams of the searchlight. Source could not determine how many attacks were made by each MiG-15.

22 July. Between 6 a.m. and 8 a.m., parachutists leaped over Bechlin. Between 7:30 a.m. and 5 p.m., MiG-15s flying individually and in elements of twos attacked sleeve targets towed by Pe-2s. The degree of cloudiness changed from 2/10 to 9/10. The MiG-15s flying higher than the towing plane attacked from the right aft, at an angle of 40 to 50 degrees to the direction of the towing plane and an angle of slope of about 30 degrees. After the first attack, they climbed to the right and subsequently made another attack in the before described manner. Each MiG-15 made two attacks. Throughout the day, Pe-2s made take-offs and landings on Neuruppin airfield and on the landing field at Bechlin.

Between 6:30 p.m. and 7:30 p.m., parachute jumps were again made over Bechlin and after 9 p.m. local individual flights were made.

23 July. Throughout the day, high-altitude flights were made by MiG-15s, which flew in formations of two and three. There was a closed ceiling and a scattered cloud base later. Between 6 a.m. and 7 a.m., a Pe-2 dropped four parachutists over Bechlin. After 9 p.m., Pe-2s made local flights which were still going on at 10:40 p.m.

24 July. Between 6 a.m. and 7 a.m., parachute jumps were made from Li-2s over Bechlin. There was a 6/10 to 8/10 overcast. Throughout the day, swept-back jet fighters practiced flying in elements of twos. From 8:30 p.m. until after midnight, there were firing practices at sleeve targets which were towed by Pe-2s.

25 July. After 9:45 a.m., high-altitude flights were made by aircraft flying individually and in elements of twos. There were no clouds.

During the morning, take-offs and landings were made by Pe-2s. Air activity was discontinued at about 12:30 p.m.

26 July. No air activity was observed at the field. There was a 5/10 overcast.

27 July. At 5 a.m., a formation of 4 MiG-15s took off. There was a 9/10 overcast and light rain. At 5:03 a.m., 6 MiG-15s took off and assembled to two flights. Later, the two flights formed a squadron wedge formation with the other 4 MiG-15s. After about 10 minutes, the formation of 10 planes landed between 5:15 a.m. and 5:19 a.m. Take-offs were made by 10 individual MiG-15s at 5:22 a.m. and another 10 MiG-15s at 5:37 a.m. The 20 planes practiced formation flying with the second squadron V formation, flying aft of the first squadron V formation at an interval of 3 to 4 minutes. At 4:30 p.m., source observed from the Wittstocker highway that 27 MiG-15 or U-MiG-15s, 2 Pe-2s, 2 Li-2s, 3 Yak-11s, and 3 Pe-2s were parked at the field. Between 6:30 p.m. and 7:30 p.m., parachute jumps were made from Li-2s over Bechlin. After 8:30 p.m., firing at sleeve targets which, this night, were being towed by swept-back jet fighters were made with searchlights in operation.

28 July. Between 6:45 a.m. and 6:30 p.m., there was a 4/10 to 6/10 overcast and air activity by aircraft, flying in formations of 2s and 3s. There were also local flights and firing at sleeve targets being towed by swept-back jet fighters. Each towing aircraft remained aloft for attacks by three individual

SECRET

SECRET

25X1

- 4 -

MiG-15s. The target plane released the sleeve over the field after each attack and then would break out another sleeve target for the next attacker. After 9 p.m., firing at sleeve targets which were again being towed by swept-back jet fighters was practiced with searchlights in operation. 23 July. Between 8:30 a.m. and 6:30 p.m., MiG-15s flying at an altitude of about 2,500 meters attacked a sleeve target being towed by a swept-back jet fighter. The attacking aircraft fired 2 bursts each and then climbed at an angle of 15 to 20 degrees. This time, the attacks were made from the rear below. The target-tow aircraft was attacked by two MiG-15s in succession. After each attack, the sleeve target was dropped. A total of 23 MiG-15 or U-MiG-15s, 2 Po-2s, 2 Li-2s, 4 Yak-11s, and 6 Po-2s were counted at the field.

9. On 28 July, 3 medium AA guns were observed emplaced in the southern section of the field, southeast of the flight control station. Another AA gun was being put into place.

[REDACTED]

11. On the evening of 21 July, parachute jumps were made over Bechlin from twin-engine aircraft having double rudder assemblies. One Li-2 was also observed aloft. A truck and ambulance [REDACTED] were observed on the training area. After 8:45 p.m., swept-back jet fighters attacked towed sleeve targets which were illuminated by searchlights.

1. [REDACTED] Comment. The departure from Neuruppin of personnel of the Twenty-Fourth Air Army who had been transported to Neuruppin from other airfields had been reported several times. The troops probably are to return to the USSR.

2. [REDACTED] Comment. This accident is reported for the first time.

3. [REDACTED] Comment. As at other fighter airfields, firing at towed sleeve targets in the beams of searchlights is being intensively practiced also at Neuruppin airfield. The information that Po-2s were used as towing planes at night has not been received from other airfields. Noteworthy is the formation flight on 27 July 1953. Aircraft [REDACTED] is reported for the first time from East Germany. The meaning of the [REDACTED] rudder assembly on the U-MiG-15 has not been determined. It is believed possible that the plane has been assigned a special mission.

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